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12, QUEEN'S ROAD CENTRAL.

# Hongkong Daily Press.

ESTABLISHED 1857

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No. 14,893 號三十九百八千四萬一第 日九初月二十年壹十三緒光 HONGKONG, WEDNESDAY, JANUARY 3RD, 1906. 三拜禮 號三月正年六零百九千一英港香 PRICE, \$3 PER MONTH.



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[a1342]

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Hongkong, 1st October, 1905. [a277]

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Hongkong, 5th December, 1905. [104]

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**GEO. FENWICK & CO., LD.,** Engineers  
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Hongkong, 12th July, 1905. [135]

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Hongkong, 28th December, 1905. [2912]

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Applications stating terms to be addressed to  
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Hongkong, 13th December, 1905. [118]

**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

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BLANKETS, TRUNKS,  
EBONY FURNITURE AND FANCY GOODS.  
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Any Order Promptly Attended To.  
Hongkong, 12th January, 1905. [220]

## THE COSMOPOLITAN.

A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

"...Everyone is bound to appreciate the departure from the stereotyped canons which this magazine promises... its pages are bright without being shocking; its articles are crisp, original, and well written; its illustrations are artistic and enhance the value of the journal."—*Hongkong Daily Press*, 27th October, 1905.

"The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number... There is something very attractive in the unity which pervades the magazine through its being a one-man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen."—*N. C. Daily News*, 30th October, 1905.

"...The many articles are well and brightly written... there should be little doubt of success."—*Shanghai Times*, 20th September, 1905.

"...Though the language of the staff is not English, the English of THE COSMOPOLITAN, idiomatically and grammatically, is irreproachable."—*China Gazette*, 22nd September, 1905.

"...Among these are 'The Art of Eating,' a witty and observant discourse on modern table manners... It is

certainly a heterogeneous collection of wit and wisdom, but it is the ideal of a *Far Eastern* magazine, for it will cheer the over-spirited or brighten the gloomy, just as the spirit moves the reader... Taken all altogether THE COSMOPOLITAN is brightly written, up-to-date, and entirely interesting."—*Hongkong Telegraph*, 29th September, 1905.

"...Le champ d'observation de notre nouveau confrère est si vaste que nous croyons que la 'copie' ne lui manquera pas, et nous lui souhaitons tout le succès désirable."—*L'Echo de Chine*, 20th September, 1905.

"...quite a new feature in Far Eastern journalism... the quality of the letterpress is well worth the handsome setting... We have found a good deal of sound common sense in articles as well as scintillating fun and humour... matters calculated to interest not only the foreigner in Shanghai and Chinese Treaty ports, but in Japan."—*Japan Chronicle*, 12th October, 1905.

"...It is a very promising publication. The pictures are excellent... one wonders how it is to be produced month after month."—*Japan Daily Mail*, 19th October, 1905.

In a few months the magazine will be written for subscribers only, and you will not be able to buy single copies.

The Christmas Number will contain about 150 pages with nearly 130 illustrations and will cost \$2.60 to non-subscribers whereas subscribers will get it at the usual price of \$1.00.

SUBSCRIPTION.—\$6.00 for six months plus 50 cents postage. Subscribers joining now may still get back-numbers from September, but as we have only 81 copies left for September and 52 for October it will be necessary to apply at once to—

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Please note my name as a subscriber to the COSMOPOLITAN for 6 months

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Enclosed please find \$6.50.

Name of Subscriber .....

Address .....

Hongkong, 12th December, 1905. [a2903]

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ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a2665]

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LEMONADE.

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Hongkong, 1st January, 1906. [a31]

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LONDON.

**THE FELTEN & GUILLAUME-LAHMEYER WERKE**  
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Hongkong, 20th December, 1905. [a33]

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3 Star, Special—The finest of all "Fog" WHISKIES at ... \$13.00  
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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."  
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Once tried, preferred to all others. Sole Agents for Hongkong:

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THE LONDON.

ROYAL, &c.

CHRISTMAS NUMBERS.

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ATRETS' TENNIS BALLS, 1906.

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Hongkong, 16th August, 1905. [1905]

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CONVERSATIONS WITH CHRIST, by Author of "Faith of a Christian" ... 2.75

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BILLIARDS FOR EVERYBODY, by C. Roberts ... 0.75

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HUDSON AND KEARNS'S BLOTTING PAD DIARIES.

CHRISTMAS NUMBERS OF THE ILLUSTRATED PAPERS AND MAGAZINES. [a31]

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### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE AND NO EXTRAS.

H. HAYNES, Manager.

50 Hongkong, 24th July, 1905. [a2410]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Hongkong, 24th July, 1905. [a2410]

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On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

2696

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(HOTEL-SANITARIUM OF SOUTH CHINA).

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All comforts of a home.

A most pleasant retreat for those desirous of a few days' rest and quiet.



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A. S. WATSON &amp; CO.,

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[30]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to the Editor. Correspondents must forward their names and addresses with their communications to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or "pseudonym" letters will be inserted. Quotations for extra copies of DAILY PRESS should be sent by post, or by public delivery. After that hour the supply is not guaranteed. Only supplies on cash. Telegraphic Address: Press. Codes: A.B.C. A.K.A. Lieber's P.O. Box, 38. Telephone No. 12.

## BIRTHS.

On 29th December, at Maternity Hospital, Mrs. H. A. BOWEN, a son.

On 22nd December, at Shanghai, the wife of J. M. BOWEN, a daughter.

On 24th December, at Shanghai, the wife of T. W. SPURGEON, a daughter.

On 28th December, at Shanghai, the wife of E. V. JENSEN, a son.

On 26th December, at Tientsin, the wife of SYDNEY HARTON, of H.M. Consular Service, of a son.

## DEATHS.

On 26th December, at Shanghai, HILDEGARD, the infant daughter of CHARLES and MARY EDNA JENSEN.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 3rd, 1906.

It has often been said, and not without a show of reason, that you can prove anything from statistics. Certain very worthy people, and notably so high an authority as the Bishop of London, have been trying to teach "therefrom" the deterioration of British morale, as well as the lapse from virtue of the British race. It cannot be denied that they do exhibit a very marked alteration in the conditions of British life, which is, moreover, most marked with regard to England, though both Scotland and Ireland are following very closely the lead of the senior partner. The most marked feature in these statistics is that the population of England and Wales is rapidly becoming a community of aged men and women. Fifty years ago the average length of life was under fifty, last year's statistics show that it had gone up to almost seventy-one and a half (actually over seventy-one and five months). There is no doubt that this change has been brought about by the improved care taken in sanitary affairs; and that those that now

inhabit the land live both cleaner and pleasanter lives; and, of course, this brings about concomitant changes. One of the principal of these is that in face of a longer expectation of life, and the increased expenses of living under generally improved conditions, marriages take place later in life in both sexes, and later marriages often varying on the limits of the period of fertility mean fewer births. Thus, while to every thousand living but a few years ago over thirty children were born, last year the number was reduced to but a third of one over twenty-seven.

This is the factor which, not unnaturally, leads to most misgivings. To a considerable extent, as we have seen, the explanation is simple, and follows easily comprehensible rules, but there is a margin not quite so easily comprehended. Logically it might seem that the greater the ease of a community the larger would be the birth-rate, but experience seems to prove the contrary. When a country is wasted by war or pestilence it might be anticipated that the birth-rate would fall, but it is in times of trouble and pestilence that actually the number of births has a tendency to increase. More, the largest birth-rate is not amongst nations enjoying the greatest amount of peace and prosperity. When the Irish people were at their poorest point and lived upon nothing but potatoes from one year's end to another, the birth-rate was actually the highest on record. In the beginning of 1846 the population was actually double what it is at present now that the people are well to do, and have practically as much comfort as their fellow countrymen in England. The same is true of Russia; in no country in Europe has the birth-rate been so high as in the agricultural provinces of European Russia, and for the same reason as in the Ireland of the early years of the past century, namely, that the people had been reduced to living on one uncertain crop, and were reduced so low that practically every prudent check to over-population had been destroyed. For a similar reason, the population of France, probably the richest in Europe, has become practically stationary, because prudence has been overdone. But leaving that out of consideration, as it is more or less artificial, there is, as we have seen above, a natural and unconscious check working in the same direction. For some three centuries the population of England had remained to all intent stationary: to all intents and purposes the people were happy and contented with their lot. It is true they had not those luxuries and comforts which the most ordinary Englishman looks for now-a-days, but they did not desire them because they did not know of them. With the close of the

eighteenth century came a great change, new industries were developed, new and richer countries opened to settlement; but the people did not at once become the happier, far from it; they began to grow discontented with their lot. True, with the growth of the new industries the condition of the working classes became harder and harder, and the worker found that the former sympathy that existed between master and man had altered for the worse, and that beyond exacting the largest amount of labour for the minimum of pay the master had come to conceive that his duties towards the worker had ceased. It was under such conditions that the birth-rate commenced abnormally to increase, and that the first growth of the population of the early half of the century took place.

Instead, then, of looking at the present slow increase of the population at home as an abnormal case, and connecting it with any special outburst of immorality, such as the Bishop of London sees in the decreasing birth-rate, it would be more in consonance with the known facts of the case to see in it merely a return to normal conditions of population. The abnormal birth-rate of the last century was, we have seen, brought about by the sudden opening up of new industries to an extent such as had never previously occurred in the world's history, and which had doubled the capacity of the land for supporting a population. Even with the present number of inhabitants the country does not produce quite sufficient food to support the number who have to be fed; and a large portion of their earnings has to go abroad to be exchanged for food. Besides this, there has arisen no special new industry, and the world at large is beginning to manufacture for itself those commodities for which half a century ago it was largely dependent on the United Kingdom. Altogether, then, and more especially when we take into consideration the very great prolongation of

life, which enables each individual not only to live a longer and more easy life, but also permits him while enjoying a life of comparative ease to actually do more work during his term of existence, there is no reason to look for any external reason to account for the comparatively slow growth of population which has marked the last fifteen years, nor to look upon the causes which have brought about this new phase as other than natural, and proceeding from a wise Providence, which, as SHAKESPEARE says, shapes our ends, rough hew them how we may.

Records of local sport, etc., will be found on page 5, with some reprinted matter of Far Eastern interest.

The Austrian cruiser *Panther*, under the command of Captain Von Hoebel, arrived here yesterday morning from Saigon and saluted the port.

A lecture will be given by Mr. Bainbridge at a meeting of the Old Volume Society in St. Andrews' Hall to-morrow night.

Mr. A. H. Ough lectures on Friday, at nine p.m., to the members of the local branch of the Royal Sanitary Institute, on "Sanitary Building Construction."

The sailors, volunteers, and police who undertook the recent defence of Shanghai attended a special service in the Cathedral on December 31st.

The last week of the year was blank as regards plague. The totals for 1905 are therefore 304 cases, with 286 fatalities. There was one case of diphtheria (Portuguese) recorded in the last week, and one case each of enteric fever and smallpox (both Chinese).

The service on the Peak tramway was interrupted for about 40 minutes yesterday morning through the ascending car meeting with a slight mishap. The occupants of the car were somewhat startled when it ran back a little way, but their fears were soon allayed when they learned the cause of the delay.

On Monday a Chinese boy was removed to the Government Civil Hospital with a broken leg. He climbed on to a window ledge at the Po Ting theatre, Yau-mai, and from this point of vantage watched the play. Probably he got so interested that he forgot where he was, and on moving fell to the ground.

As the s.s. *Haiching* was leaving her buoy yesterday morning she passed through a group of sampans anchored in the man-of-war anchorage. One of them was in her course, and she struck it with her bows, cutting it in two. The crew jumped into the water, but were rescued by other sampans.

The King, according to a Japan contemporary, came across his grandson, Prince Edward of Wales, deep in a book, and asked him what he was reading about. "Perkin Warbeck." "And who was Perkin Warbeck?" "Well, he said he was the son of a King, but he wasn't; he was the son of respectable parents."

The return of visitors to the City Hall Library and Museum for the week ending Dec. 31st (excluding Christmas Day and Boxing Day), shows that of non-Chinese there were 186 to the Library and 45 to the Museum; and of Chinese, 77 to the former and 1,635 to the latter. The Library was therefore used by 263 persons, and the Museum by 1,680.

The annual meeting of the American Association of China was held on Dec. 28 at Shanghai. The Association has a bank balance of \$1,180.38. Dr. Gilbert Reid was elected president, Mr. J. F. Seaman, vice-president, and Professor Lacey Sites, secretary. The Association sent a protest to Washington in consequence of the absence of any American warship during the recent crisis.

We have received from the Statistical Department of the I. M. Customs, a copy of the "Customs Gazette, July-September, 1905." The revenue collected continues to be satisfactory, the comparative amounts for the third quarter of this and last year being in Hanksan (taels):

	1905.	1904.
Chinese Ports	8,649,623	7,989,271
Kowloon and Lappa	188,147	160,943
Lungchow, Mongtze, Szemao, and Teng-tai	48,898	59,161
Total	8,886,668	8,209,375

For years past it has been customary for the police to entertain their children at the Central Station on New Year's day, and on Monday the usual sports were indulged in on the compound. Prizes were given for races, skipping competitions and tugs-of-war. After the sports the children were treated to tea and cakes, and then an adjournment was made to a large room adjoining the offices. There a Christmas tree had been erected, and Messrs. Badley and Lyons presented each child with a present which was taken from the tree.

We have received No. 4 of *The Cosmopolitan*, Shanghai's brilliant one-man monthly. We notice that the editor has made use of the despised sonnet after all, probably because the article on "Marriage and Divorce," from the *North American Review*, appealed to his unconventional sympathies. The original matter begins to grow mildly shocking; but any criticism on that head is availed by the threat of dubbing the critic a prude. Decidedly the best feature is the copious illustrating: it is rare to find in a magazine so many snapshots and photographs of such uniform attraction.

The lease of Wei-lai-wai depends on the lease of Port Arthur, and hence the negotiations on the matter with the British Minister can begin only after the new treaty with Japan has been published.

Sir Robert Hart has expressed to the Wei-wan and Hupin the opinion that it is very difficult to carry out the plan of an opium monopoly in China, and H. E. Tieh Liang proposes therefore to adopt some other plan of raising money.

A replica of the seal of office used by H. E. Sheng Kung-pao as Director-General of the Peking-Hankow railway has been issued to H. E. Tang Shao-yi, who is therefore now placed on terms of exactly equal authority with the former Director-General.

For the reassurance of Chinese students who have been leaving Japan owing to their unwillingness to accept student conditions, it is now stated that the cruisers *Haichi* and *Haiyung* were not stationed at Wosung to prevent such students from returning to China, but to prevent them from going elsewhere abroad.

An ingenious and very effective advertisement of the "Gaelic Old Smuggler Whisky" is to hand from Messrs. Radecker & Co., the sole agents. It is a Bridge and Whist marker of the most compact, tasteful, and useful kind, which is bound to please alike the enthusiastic player and the connoisseur. It is made of something closely resembling ivory, and provides for all possible contingencies of the game.

A difficulty has arisen in regard to the engagement of professors for the Imperial Military Academy for Nobles, owing to the fact that the Ministers of the various Powers are urging the appointment of professors of their respective nationalities. Prince Ching favours the selection of Japanese officers, but H. E. Tien Liang suggests Austrians, on the ground that the Austrian Army is not inferior to the German, while Austria has very little diplomatic relation with China.

Mr. Oliver Bainbridge lectured to the students at Queen's College yesterday afternoon, and interested them not only by his descriptions of native life in various parts of the world, but also by the fine pictures which he showed illustrative of his remarks. Dr. Wright presided, and introduced the lecturer as an extensive traveller and a fellow of many distinguished literary and scientific societies. Mr. Bainbridge took his audience through New Zealand, Fiji, Solomon Islands, Bismarck Archipelago, Papua, dealing with the various customs and habits of the different peoples. Speaking of the Maories he described them as the finest native race in the world because of their grand physique and intellect. Four of them were members of the New Zealand Parliament and many filled important positions in the country. Next to the Maories came the Zulus, who, however, were a long way behind in the matter of intellect. The students showed their appreciation at the close by rounds of applause.

## SIR GERARD AND LADY NOEL "AT HOME."

At St. Paul's College on Monday afternoon Rear Admiral and Lady Noel were "at home" to their friends, and many called to pay their respects. Amongst others were H. E. the Governor, accompanied by his A.D.C., Captain Leslie, H. E. General Sir Villiers Hatton and Mrs. Hatton, Colonel Darling, Major and Mrs. Chichester, Major and Mrs. Ross, Major and Mrs. Watkin, Major and Mrs. Painter, Major and Mrs. Chitty, Major and Mrs. Jones, Colonel Seymour, Major and Mrs. Pritchard, Captain and Mrs. Marchant, Commodore and Mrs. Piggott, Williams, Dr. Gimlett (Deputy Inspector General, Royal Naval Hospital) and Mrs. Gimlett, Sir Henry and Lady Berkeley, the Hon. Mr. and Mrs. Gresham Stewart, the Hon. Doctor and Mrs. Clarke, Mr. and Mrs. Seth, and representatives of the foreign consulates in Hongkong.

Lady Noel received her guests at the entrance to the drawing room. Music was supplied by the band of the ship, which was stationed on the lawn, but owing to the cold weather these present preferred to stay within doors, consequently the marquee on the lawn was deserted, and from within the music was almost inaudible.

## MORE GRIFFINS.

Another batch of Griffins arrived from Shanghai by the s.s. *Chang Sheng* on Sunday. The drawing took place at the Horse Repository on Monday, and resulted as follows:—

Pony No. 35 (grey) drawn for H. E. the Governor; pony No. 36 (dark chestnut) drawn for Mr. H. Ross; pony No. 37 (grey) drawn for Mr. Geo. Potts; pony No. 38 (bay) drawn for Mr. H. N. Mody; pony No. 39 (dun) drawn for Mr. E. Goetz; pony No. 40 (dun) drawn for Capt. Arbuthnot Leslie, A.D.C.; pony No. 41 (black) drawn for Mr. D. Macdonald; pony No. 42 (grey) drawn for H. E. the Governor; pony No. 43 (grey) drawn for Mr. H. N. Mody; pony No. 44 (black) drawn for Mr. E. Griffin; pony No. 45 (grey) drawn for Mr. J. R. M. Smith; pony No. 46 (black) drawn for H. E. the Governor; pony No. 47 (black) drawn for Hon. Mr. C. W. Dickson; pony No. 48 (grey) drawn for Mr. D. Dorabjee; pony No. 49 (grey) drawn for the Hon. Mr. R. Shewan; pony No. 50 (dark brown) drawn for Mr. H. N. Mody; pony No. 51 (chestnut) drawn for Mr. Geo. Potts; pony No. 52 (grey) drawn for Mr. W. A. Crickbank.

## TELEGRAMS.

[RUSSIAN SERVICE.]

## RUSSIA.

LONDON, 30th December.

Order has been completely restored in Moscow and trade and traffic are proceeding normally.

31st December.

The revolution in Moscow appears to have collapsed with extraordinary suddenness. It is as yet impossible to estimate the extent of damage done, or the number of killed and wounded, but it is expected that the first estimates of slaughter by the artillery will prove to be exaggerated. It is generally felt that the government has gained an important moral victory.

## THE MOROCCO CONFERENCE.

LONDON, 31st December.

It has been finally decided that the Morocco conference will meet at Algiers on the 16th January.

## FIRE AT WEST POINT.

Early on New Year's eve, fire broke out in a tea and tobacco shop at No. 233 Queen's Road West. The detachment of the brigade under Inspector Collett were quickly on the scene, and, before the firemen could arrive from the Central, managed to get the fire in hand; their assistance on arrival, however, proved of service in extinguishing the outbreak. The damage is estimated at \$2,500, while the stock was insured in the Union of Paris for \$6,000, and for another \$300 in the Chan On Insurance Co. The building, which was slightly damaged, was insured for \$3,250 in the latter insurance office.

## DOCK COMPETITION AT SHANGHAI.

The fact that the Kiangnan Dock and Engineering Co. has secured the contracts for the repairs of the *Poyang* and *Kiang-foo* has evidently caused some searching of competitive hearts. The *Poyang* has been docked, and it is found that her whole bow is smashed, her stem being broken in two places. The repairs to the *Kiang-foo's* engine are expected to occupy two months.

The opening remark is explained by the following letter:—  
Sir,—In view of the fact that our colossal Engineering and Shipbuilding Co. finds it necessary to close some of its establishments owing to lack of work, I believe the time is ripe for an expression of public opinion as to the legality and status of the Kiangnan Engineering and Dock Co. (which is purely and simply a Government undertaking) being allowed to compete against public companies for work (apart from the Chinese Navy), especially as the community seems to be adequately served.

The Government Steel Works in only supplying material fill a want and do not run actively local competition inasmuch as their prices are higher than the importing cost, whereas the Kiangnan Engineering and Dock Co., with the advantages under which it started, should be able to work every contract that is open to competition.

## DOUBLE TRAGEDY IN SHANGHAI.

A sensation was created in Hongkong, Shanghai, on Dec. 27 when the report was spread that a European had murdered a lady and then committed suicide. It was ascertained that the tragedy had occurred at No. 20, North Szechuen Road, the residence of Mrs. Hartwig, a boarding-house keeper. It appears that Mrs. Hartwig and Capt. Holger, who resided in the same house, had not been seen after about noon, and that between 5.30 and 6 p.m. the discovery was made that Mrs. Hartwig's bedroom door was locked. This was a most unusual circumstance, and suspicions being aroused, the door was forced open. A terrible tragedy was then revealed. Mrs. Hartwig being found in the room dead, and Capt. Holger, also dead, he apparently having shot himself in the mouth with a revolver.

Capt. Holger was lately in command of the C.M.S. *Fisching*. The room in which Capt. Holger shot Mrs. Hartwig was his own room, the door of which he must have locked after his victim entered. When the suspicions of the inmates of the house were aroused it was found that not only was the bedroom door locked, but the entrance from the bathroom was blocked by a desk. Mrs. Hartwig was found lying on the floor, dead, at the foot of the bed and between the table and the wall. She had received the bullet in the back of the head, Capt. Holger was lying dead on the floor by the side of the bed, and the bullet which entered his mouth had left the head at the back. In the ceiling another bullet was found so that three shots were fired, and it seems a remarkable thing that no-one heard the reports. The weapon used was a large five-chambered revolver, in which were found three discharged and two undischarged cartridges. Except for the removal of the desk the room was not disordered.

The cause of the crime is reported as jealousy on the part of the deceased man, who was engaged to marry Mrs. Hartwig. The murdered woman very nearly had a similar fate a year or two back when her late husband committed suicide after making an attempt on her life. Much sympathy is felt for Mrs. Hartwig's little four-year-old child so sadly orphaned.

The German Consul-General has satisfied himself as to the cause of death in the case of both deceased.—*N.C. Daily News*.

## RUSSO-CHINESE NEGOTIATIONS.

A telegram from Peking, dated 28th December, appears in the *N.C. Daily News*, as follows:—The Wai-wan, being anxious to open negotiations with Russia as soon as possible, asked Mr. Pokotiloff, the Russian Minister to China, to fix the date of the opening of the negotiations. The Russian Minister answered that he had no instructions from his Government, and asked for a postponement of the negotiations; but the fact of the matter is, that he is anxious to know the contents of the China-Japanese Treaty, so as to decide the basis of the proposed Russian treaty.

## CORRESPONDENCE.

THE GENERAL STAFF.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The new provision of bread for the Army by the appointment of a General Staff is a step in the right direction most certainly, but it must not be forgotten that, though mankind may be stepping in the right direction for safety, if he is so incautious as to leave a deadly enemy in his rear quite unnoticed he may possibly find himself in a more dangerous position than if he had turned and sternly confronted the danger. In the Army's case all this outward and visible tinkering is absolutely without value as a permanent patch upon a system probably more rotten than that possessed by any other nation. The Public observes with astonishment and apprehension the continued increase in our expenditure upon military preparation and blames the Army as an extravagant institution, but here the Public misses the point entirely. The leaps and bounds in the estimates of millions of pounds annually are not due to extravagance inside the Army itself but to mismanagement and juggling of funds outside the actual service. One only requires a few minutes reflection upon the, of late years, flooding our military service with whole hosts of incompetent in many cases, and if competent extraordinarily overpaid civil officials, clerks, draughtsmen, messengers, and goodness knows what, to conclude where the extra expenditure arises. These civil additions to the army merely do what could be better done by the army itself at the usual small army rate of remuneration. As it is, where the pay of the competent disciplined soldier is reckoned in pence, that of an imperfectly trained civilian pushed in to do his work is reckoned in pounds, and, in some cases, even hundreds of pounds. This adds to the expense of the administration of the army's affairs and detracts appallingly from its mobility, usefulness and readiness for war. In this respect it takes as much public money to transport one civilian from place to place as Government would allow for whole companies of soldiers, and also, the lack of discipline amongst these highly-paid officials is absolutely against the general efficiency of the army. I have of late tried to learn something as to the continued success of the Japanese arms both by land and sea. The one and great reason—perhaps the only one outside courage and able leading—was that, when called upon to move, the forces consisted of a homogeneous whole, all departments and all being either sailors or soldiers of the same cloth, training and way of thinking. It is a sad and sorry sight, entirely apart from the financial wastage of our system, to observe the rabble of all kinds attached to what should be a fighting whole. Unless this enemy to the efficiency of our army is observed ever lurking and increasing in strength in its rear absolutely no step, such as appointing a General Staff, will effect one atom of improvement. Officers and men of the army are by no means the ignorant class the public so frequently pretend to believe them to be. There is a large percentage of most able men who are unable to use their abilities owing to what they would willingly do and excel in being hampered over as suitable work to some extra and well-salaried civil official.

Yours truly,

C. O.

## YELLOW RIVER BRIDGE RE-OPENED.

The *N.C. Daily News* is informed that the Yellow River bridge was opened to regular traffic on the 20th December. The whole journey from Peking to Hankow and vice versa is actually made in four days, without travelling during the night. In next April there will be a weekly direct train with sleeping and dining cars, and the journey will be made in 4) hours.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The shooting for the Governor's Cup for the month of December was over the 200 yards range with a possible of 70.

Mr. J. J. Stubbings heads the list and thus is entitled to hold the Cup for the month of January, 1906. Messrs. Thomas, Gow and Winterburn each receive a Spoon presented by the Association. Considerable enthusiasm was shown in the shooting for the month, no less than 119 different members attending the various shoots of the month. The membership roll has now reached 213.

The principal scores (aggregate) in the Governor's Cup competition are as follows:—

J. J. Stubbings	70	A. Jenkins	59
G. E. Thomas	67	W. Goodfellow	59
J. C. Gow	67	E. A. Irving	59
W. G. Winterburn	66	W. L. Carter	58
J. E. Eakin	65	A. E. House	58
H. Macfarlane	65	H. G. Stewart	57
A. P. Nobbs	65	H. W. Chatham	57
J. C. Peter	64	J. H. Pidgeon	56
Capt. James Lawrence	64	Sir H. S. Borkley	56
J. R. Bingham	64	C. H. Gale	56
J. A. Lyon	63	H. J. George	55
G. H. Wakeman	63	W. B. Boyce	54
E. P. O. Bird	63	J. S. Livingston	54
D. Tolan	62	J. MacGibbon	54
G. A. Hastings	62	A. MacKenzie	53
W. T. Hoskin	62	W. H. T. Davis	53
A. E. Love	62	Sir H. S. Borkley	53
Sir F. Piggett	61	J. J. Whittall	52
W. T. Torrey	61	J. W. Fraser	52
C. H. W. Kow	61	H. Pinckney	52
T. P. Cochran	60	A. Moir	50
C. E. H. Berrill	59	H. Phillips	50















## SHIPPING.

## ARRIVALS.

ANPING MARU, Japanese, 1,597, N. Kaba-  
gashi, 1st Jan.,—Shanghai via Ports 31st  
Dec., General.—Onka Shoen Kaisha.  
CALADUP, British str., 2,458, J. G. Souleby,  
2nd Jan.,—Mojoi 27th Dec., Coal.—Bradley  
& Co.  
CRILL, British steamer, 2nd January, from  
Canton.  
COULSDON, British steamer, 2,752, I. J. Henry,  
2nd Jan.,—Shanghai 25th Dec., General.—  
Arnold, Karberg & Co.  
EMMA LUYKEN, German steamer, 2nd January,  
from Canton.  
EVENDALE, British str., 2,408, Wm. Bayers, 1st  
January, — Newcastle N.S.W. 7th Dec.,  
Coal.—Arnold, Karberg & Co.  
HONGKONG, French str., 717, A. Suzzoni, 2nd  
Jan.,—Huiphong 25th Dec., and Holbow  
21st, General.—A. L. Marty.  
KONICHIARU, German str., 1,092, C. Gosewisch,  
1st Jan.,—Bangkok 21st Dec. and Swatow  
31st, Rice and Timber.—Butterfield &  
Swire.  
KORUOON, German str., 2,316, Stehr, 1st  
Jan.,—Chinkiang 27th Dec., General.—  
Siemens & Co.  
PANTHER, Austrian cruiser, 1,510, von Hoehnel,  
2nd Jan.,—from Fuzhou.  
PRINZ EDEL, French str., 3,091,  
E. Mulchow, 1st Jan., Yokohama 27th  
December, Mail and General.—Melchers  
& Co.  
PYRENEES, British str., 2,852, T. W. Davies, 1st  
January, — Liverpool and Singapore 26th  
December, General.—Butterfield & Swire.  
RUBI, British str., 1,019, R. W. Almond, 1st  
January, — Manila 29th December, General.  
—Shevan, Tomes & Co.  
TACAS, British str., 2,637, Wm. Kerr, 30th  
Dec.,—Singapore 28th Dec., Petroleum.  
—Amalg Oil Co.  
TYDOR, British str., 1,799, M. H. Jackson, 1st  
January, —Shanghai 29th Dec., General.  
Order.

## CLEARANCE.

At the Harbour Master's Office.  
2nd January.  
Fritthof, Norwegian str., for Swatow.  
Kallang, British str., for Newcastle.  
Machow, German str., for Swatow.  
Pochan, German str., for Swatow.  
Prince Edw. French str., for Swatow.  
Pyrenees, British str., for Nagasaki.  
DEPARTURES.  
1st January.  
CHOYANG, British str., for Canton.  
KWANGTAT, Chinese str., for Canton.  
MANATON, British str., for Calcutta.  
CORANO, British str., for Borneo.  
SINKING, Danish str., for Yokohama.  
TONGSUNG, British str., for Shanghai.  
2nd January.  
HACHING, British str., for Swatow.  
FORESTICE, German str., for Swatow.  
KOWANG, British str., for Shanghai.  
KOWLOON, German str., for Manila.  
SHACHING, British str., for Canton.  
TEAN, British str., for Manila.  
TONGAN, Chinese str., for Shanghai.  
YANGANG, British str., for Shanghai.  
SHIPPING REPORTS.  
The British str. Calcutta reports: Fresh N.E.  
breeze and clear throughout the passage.  
The British str. Rubi reports: Strong mon-  
soon and high sea, clear and cloudy weather.  
The French str. Hongkong reports: Very  
fresh monsoon N.E. little fog on the Hainan  
Strait; big sea.  
The British schooner Coulson reports:  
Moderate to fresh monsoon with dull cloudy  
weather throughout the passage.  
The German str. Kallang reports: Moder-  
ate to strong monsoon and heavy sea; weather  
generally overcast with occasional rain latter  
part of passage.

## VESSELS IN DOCK.

2nd January.  
ABERDEEN DOCKS.—  
Kowloon Dock: Empress of China, Kai-  
fong, C. Hardwin, Kwatin, Yaching.  
COSMOPOLITAN DOCK.—  
VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE  
FOR NEW YORK AND BOSTON.  
With liberty to call at the Malabar Coast.  
THE Steamship  
"COULSDON"  
Captain Henry, will be despatched for the  
above ports on or about the 2nd January.  
For Freight, apply to  
ARNOLD, KARBERG & CO.,  
Agents.  
Hongkong, 8th December, 1905. 97

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
FOR SHANGHAI, TIENTSIN, NAGA-  
SAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"ROON,"  
Captain Meiners, will leave for the above  
places on or about the 3rd January.  
For Further Particulars, apply to  
NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 25th December, 1905. 10

NORDEUTSCHER LLOYD, BREMEN  
NOTICE.  
STEAM FOR  
ZAMBOANGA, JOLO (SULU ISLAND),  
SANDAKAN AND KUDAT.  
Taking Cargo at Through Rates to  
TAWAO, LAHAL, DATU, LABUAN,  
MENADO, SIMPORA, USUKAN  
AND JESSELTON.  
THE Company's Steamship  
"BORNEO,"  
Captain F. Sembl, will be ready to load  
TO-MORROW, the 4th January.  
For Freight or Passage, apply to  
NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 29th December, 1905. 109

FOR SAN FRANCISCO.  
THE Steamship  
"DAKOTA,"  
Captain Ross, will be despatched for the above  
port on or about TUESDAY, 16th January.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st November, 1905. 96

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 7th inst.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 13th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	IDONEUS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 16th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th Feb.
AMSTERDAM, LONDON & ANTWERP	ANTENOR	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 9th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL.	ERNEST SIMONS	Brit. str.	—	McGregor Bros. & Gow	MCGREGOR BROS. & GOW	About 16th inst.
MARSEILLES, LONDON & ANTWERP	GERNETT	Brit. str.	—	McGregor Bros. & Gow	MCGREGOR BROS. & GOW	About 6th Feb.
MARSEILLES, HAVRE, ANTWERP (DIRECT)	KOUANG-SI	Frans. str.	—	Malchow	MELCHERS & CO.	To-day, at Noon.
BRUSSELS, HAVRE, ANTWERP (DIRECT)	P. E. FRIEDRICH	Ger. str.	—	Wunnenberg	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 7th Feb.
ODessa DIRECT	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	Quick despatch.
GENOA, MARSEILLES & LIVERPOOL	PARKING	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK & BOSTON	COULSDON	Brit. str.	—	Arnold, Karberg & Co.	ARNOLD, KARBERG & CO.	About 2nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOL	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & CO., LTD.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	—	Standard Oil Co.	STANDARD OIL CO.	About 15th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	Canadian Pacific E. Co.	CANADIAN PACIFIC E. CO.	On 19th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	Canadian Pacific E. Co.	CANADIAN PACIFIC E. CO.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAMMUT	Am. str.	—	Dodwell & Co., Limited.	DODWELL & CO., LIMITED.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NINGCHOW	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 24th inst.
SEATTLE VIA SHANGHAI & JAPAN	DAKOTA	Am. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 27th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	—	Ross	PORTLAND & ASIATIC S.S. CO.	About 16th inst.
AUSTRALIAN PORTS VIA SIMPSON HAFER	DAKOTA	Brit. str.	—	Wolcott	MELCHERS & CO.	On 9th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit. str.	1 m.	E. W. Bruce	BUTTERFIELD & SWIRE	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOJO & KOBE	CHINING	Brit. str.	—	Brower	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
NAGASAKI & VLADIVOSTOK	SUMATRA	Ger. str.	k. w.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day.
NAGASAKI & KOBE	CHIEFLI	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SHANGHAI	HINSHANG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI	CHANGCHOW	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 3rd inst.
SHANGHAI	HANYANG	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI, TIENTSIN, NAGASAKI, KOBE & YAMA	ROON	Ger. str.	1 m.	N. Kobayashi	OSAKA SHOSHEN KAISHA	About 13th inst.
SHANGHAI VIA SWATOW, AMOY & FOCCHOW	ANPING MARU	Jap. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 7th inst., at 10 A.M.
SHANGHAI	ARCADIA	Jap. str.	—	S. Tagami	OSAKA SHOSHEN KAISHA	About 3rd inst., at 10 A.M.
TAMU VIA SWATOW & AMOY	DAISO MARU	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 5th inst., at 4 P.M.
AMPOY VIA SWATOW & AMOY	FATHOOF	Ger. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
AMPOY	YUEHANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	Quick despatch.
MANILA	RUBI	Brit. str.	—	F. Sembl	JARDINE, MATHESON & CO.	On 6th inst., at 3 P.M.
MANILA	ZAFIRO	Brit. str.	—	Cogitole	JARDINE, MATHESON & CO.	On 12th inst., at Noon.
ZAMBOANGA, JOLO, SANDAKAN, &c.	BORNEO	Brit. str.	—	Browers	JAVA-CHINA-JAPAN LINE	About 12th inst.
SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	NANSANG	Brit. str.	—			
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TUMAHU	Dut. str.	—			

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
FOR  
SINGAPORE, PENANG & CALCUTTA "HONGKONG" Wed. day, 3rd Jan., 3 P.M.  
SHANGHAI "HONGKONG" Thursday, 4th Jan., 4 P.M.  
MANILA "YUENSANG" Friday, 5th Jan., 4 P.M.  
SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 6th Jan., 3 P.M.  
These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.  
Hongkong, 3rd January, 1906. 18

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 Days Across the Pacific is the "EMPEROR LINE," Saving 3 to 7 days' Ocean Travel.  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 10th Jan.	3rd Jan.	3rd Jan.
"ATHENIAN"	3,852	WEDNESDAY, 24th Jan.	17th Feb.	17th Feb.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 7th Feb.	28th Feb.	28th Feb.
"TARTAR"	4,425	WEDNESDAY, 21st Feb.	17th Mar.	17th Mar.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 7th Mar.	28th Mar.	28th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL  
OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.  
Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.  
Intermediate on Steamers " " 240, " " 242.  
and let Class Rail " " 240, " " 242.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
or Japanese Governments.  
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
"MINNESOTA" AND "DAKOTA"  
(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:  
"DAKOTA," Captain E. FRANCKE, On SATURDAY, 27th JANUARY, 1906.  
"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points  
also Passengers to the United States, Europe, &c.  
These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;  
equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBIT  
SHOP, NURSERY, STEAM LAUNDRY, &c.  
Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;  
and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
Northern and Northern Pacific Express Companies.  
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-  
CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
steamers of the REGULAR MAIL LINES.  
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
AGENTS.  
Hongkong, 20th December, 1905. 120

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 6th Jan. Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 13th Jan. Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 1st January, 1906. 115

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ.  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S.  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS  
Hongkong, 11th December, 1905. 119

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the  
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th Jan. Freight
Capt. Wunnenberg	(Calling at Singapore, Penang and Colombo)	On 24th Jan. Freight.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 7th Feb. Freight & Passengers.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	About beginning Freight.
RHENANIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th inst.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	On 24th inst.
ANDALUSIA	ODessa DIRECT (Calling at Singapore and Colombo)	On 7th inst.
Capt. Filler	(Calling at Singapore and Colombo)	On 16th inst.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
steamer. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified  
doctor and stewards are carried.  
For Further Particulars apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE: King's BUILDING,  
12

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND PORTLAND, OREGON.  
SEA OF JAPAN, MOJO, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT 12 NOON ON
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,483	Metzenhain	January 31st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
S. SILVERSTONE, ACTING GENERAL AGENT.  
Hongkong, 27th December, 1905. 113

## VESSELS ON THE BERTH

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

## JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

STEAM FOR  
SIMPSONHAFER, FRIEDRICH-WIL-  
HELMSHAFFEN, HEBBERTSBOHE,  
MATUJI, BRISBANE, SYDNEY  
AND MELBOURNE.

On TUESDAY, the 9th January, at Noon,  
the Steamship "PRINZ WALDEMAR,"  
Captain Woltemmes, with Mails, Passengers and  
Cargo, will leave this port as above.  
The Steamer has splendid accommodation and  
carries a Doctor and a Stewardess.  
Linen can be washed on board.

NORDEUTSCHER LLOYD.  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 14th December 1905. 98

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

## THE Steamship

"ERNEST SIMONS,"  
Captain Boudou, will be despatched for  
MARSEILLES on TUESDAY, the 9th  
January, at 1 P.M.

This Steamer connects at Colombo with the  
Australian line as above, bound for Marseilles  
via BOMBAY and Aden.  
Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "TOLYNESEIN" ... 23rd Jan.  
S.S. "CALEDONNIEN" ... 6th Feb.  
S.S. "SALAZIE" ... 20th Feb.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 27th December, 1905. 12

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates for PERSIAN GULF and BAGDAD, also BAKERIAN, VALENTIA, ALCANTARA, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Captain Cogitole, will be despatched as above  
on FRIDAY, the 12th January, at Noon.

At Bombay the Steamer is discharging in  
Victoria Dock.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 30th December, 1905. 114

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. L. Y. M. O. U. T. H. A. N. D. L. O. N. D. O. N.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this port  
for Bombay on SATURDAY, the 13th January,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
ss. "Himalaya," 6,398 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the L.M.S. "Egypt," due  
in London on 24th February.

Passage will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 1st January, 1906. 11

## HONGKONG-MACAO LINE



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.  
**EUROPEAN SERVICE.**

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 2nd January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 4th January.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.
GLASGOW and LIVERPOOL	"OUPACK"	On 23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.

FROM	STEAMERS	DATE
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
AMSTERDAM, LONDON and ANTWERP	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

**TRANS-PACIFIC SERVICE.**  
Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
**EA TWARD.**

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 24th January.
HAMA	"PINGSUEY"	On 29th January.

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
NAGASAKI and KOBE	"CHANGCHOW"	On 3rd January.
SHANGHAI	"HANYANG"	On 4th January.
CHIFOO	"SHANSI"	On 5th January.
MANILA, ZAMBOANGA, PORT DAIWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 16th January.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	DATE
YOKOHAMA via SHANGHAI, SUMATRA and MOJI and KOBE	E. W. Bruce	About 7th January
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	G. W. Cockman, R.N.R.	About 7th January
LONDON & C. via USUAL PORTS	C. L. Daniel	Noon, 13th January
SHANGHAI	ARCADIA	About 13th January

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
**PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	Tuesday, January 23rd

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.**  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
**DODWELL & CO. LIMITED,**  
GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 15th December, 1905.

## OSAKA SHOSHEN KAISHA.

**REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.**  
**PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.**

FOR	STEAMERS	DATE
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 7th Jan.
SHANGHAI via SWATOW and AMOY	"ANPIN MARU"	THURSDAY, 4th Jan.
ANPIN via SWATOW and AMOY	"FRITHJOE"	3rd Jan., at 10 A.M.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**  
**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS	DATE
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 3rd day of JANUARY, 1906, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," Captain Malchow, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 1st January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January.  
Contents of Packages are required to be No-Parcel Receipts, will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 20th December, 1905.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

**HOMeward PASSENGER SEASON, 1906.**  
**PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
MARSEILLES AND LONDON.**  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
ARCADIA	7000	BRITANNIA	7000	Mar. 10
DELHI	8000	MOLDAVIA	10000	Mar. 24
DONOLA	8000	MONGOLIA	10000	Apr. 7
DELTA	8000	MOOLTA	10000	Apr. 21
OCEANA	7000	MARMOA	10000	May 5
ARCADIA	7000	VICTORIA	7000	May 20
DEVANIA	8000	HIMALAYA	7000	June 3
DONGOLA	8000	INDIA	5000	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following  
**INTERMEDIATE (non-transshipment) STEAMERS**  
WILL LEAVE FOR  
**LONDON.**

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
JAPAN	Feb. 10	Feb. 23	Mar. 31
SUMATRA	Feb. 24	Mar. 6	Apr. 14
NUBIA	Mar. 10	Mar. 23	Apr. 23
JAVA	Mar. 24	Apr. 6	May 12
FORMOSA	Apr. 7	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
"JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.  
For Passage apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 1st December, 1905.

**REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK,  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).**  
**PROPOSED SAILINGS FROM HONGKONG.**  
About  
"ATHOLL" ... 12th Jan.  
"PATHAN" ... 23rd Jan.  
"ST. GEORGE" ... to follow.  
For Freight and further information, apply to  
**DODWELL & CO. LD.,**  
Agents.  
Hongkong, 3rd January, 1906. 2105-2135

**FOR NEW YORK  
VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT MALABAR  
COAST PORTS).**  
**THE Steamship**  
"HUDSON,"  
Captain J. Burnett, will be despatched as above  
on or about the 15th January.  
For Freight or other information, apply to  
**STANDARD OIL COMPANY  
OF NEW YORK,**  
Oriental Freight Department,  
Hotel Mansions.  
Hongkong, 15th December, 1905. [100]

## JAVA-CHINA-JAPAN LIJN.

**REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.**

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of January	JAVA PORTS	First half of January
TJILIWONG	JAVA	First half of January	JAPAN via SHANGHAI	Second half of January
TJILATAP	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the  
**HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.**  
Yok Buildings, 1st Floor. Hongkong, 25th December, 1905. Telephone No. 375. [16]

## JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE.—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH.—34, LIME STREET, E.C.  
HONGKONG BRANCH.—PRINCE'S BUILDINGS, 100, HONG STREET  
**OTHER BRANCHES**  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chifoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakayama, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, etc.  
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Old)

**CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; to the Imperial Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.**  
**SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ito Coal Mines; and SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotani, Mameda, Mannoura, Onoura, Onaji, Sasebura, Teabakuro, Yoshikuni, Yoshio, Yonokibara, and other Coals.**  
S. MINAMI, Manager, Hongkong.

## VESSELS ON THE BERTH "GLEN" LINE OF STEAMERS.

**FOR MARSEILLES, LONDON AND ANTWERP.**  
THE Steamship  
"GLENFURRY,"  
Captain R. Webster, will be despatched as above on or about TUESDAY, the 16th January.  
For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Agents.  
Hongkong, 28th December, 1905. [101]

## COMPAGNIE DES MESSAGERIES MARITIMES.

**FORMARSEILLES via ANTWERP (DIRECT).**  
Taking Cargo to LONDON with prompt transshipment at Marseilles.  
Calling at MANILA, SINGAPORE, PENANG AND COLOMBO.

**THE Company's Steamship**  
"KOUANG-SI"  
Captain Barillon, will be despatched as above on or about the 6th February, 1906.  
This Steamer has accommodation for Passengers and carries a duly qualified Doctor.  
For Freight, Passage and further particulars, apply to  
**G. DE CHAMPEAUX,**  
Agent,  
Queens Building,  
Hongkong, 27th December, 1905. [2906]

## SHIPPING IN PORT.

**STEAMERS.**  
AMARA, British steamer, 1,566, C. J. Matlock, 29th Dec.—Calcutta 13th Dec., Coal—Jardine, Matheson & Co.  
AMIGO, German str., 82, J. Iversen, 22nd Dec.—Haiphong 15th Dec. and Hoihow 20th Dec., Pigs, Bullocks and General—Jensen & Co.  
BORNEO, German str., 1,344, F. Sembill, 28th Dec.—Samarang 23rd Dec., Timber and General—Melchers & Co.  
BOURBON, French str., 907, Sisco, 23rd Dec.—Saigon 17th Dec., General—Chinese.  
CATHNES, British str., 2,222, W. Athinson, 29th Dec.—Newcastle (N.S.W.) 2nd Dec., Coal—Order.  
CHANGCHOW, British str., 1,282, H. Walker, 28th Dec.—Chinkiang 24th Dec., General—Butterfield & Swire.  
CHILLI, British str., 1,143, G. Hocker, 27th Dec.—Wakayama 21st Dec., Coal—Butterfield & Swire.  
CHINA, American str., 1,186, D. E. Friele, 27th Dec.—San Francisco 25th Nov., General—P. M. S. S. Co.  
CHOYSANG, British str., 1,424, Selby, 31st Dec.—Shanghai via Swatow 24th Dec., General—Jardine, Matheson & Co.  
CEANLEY, British str., 2,234, W. E. Steel, 20th Dec.—Kuchino 16th Nov., Noua—5th Livingston & Co.  
DR. H. J. KIER, Norw. str., 691, H. E. Larsen, 14th Dec.—Iloilo 14th Dec., Sugar—Angard, Thorsen & Co.  
EIKER, Norwegian str., 825, E. Fingelsen, 1st Nov.—Chifoo 25th Nov., General—Siemens & Co.  
ELITA NOSSACK, German str., 1,160, W. Lassen, 21st Dec.—Chinkiang 15th Dec., Rice and General—Siemens & Co.  
EMMA LUTHER, German str., 1,100, O. Schenfeld, 25th Dec.—Hongkong 14th Dec., Coal—Order.  
EMPEROR OF CHINA, British str., 3,046, R. Archibald, E.N.R., 14th Dec.—Vancouver 27th Nov. and Shanghai 16th Dec., Me's and General—C. P. & Co.  
FRITHJOE, Norw. str., 891, H. A. Haraldsen, 30th Dec.—Amoy, Amoy and Swatow 29th Dec., General—Osaka Shosen Kaisha.  
HANYANG, British str., 1,206, McIntosh, 27th Dec.—Chinkiang 23rd Dec., General—Butterfield & Swire.  
HILARY, German str., 1,276, F. Ziegler, 16th Nov.—Kuchino 9th Nov., Coal—Sander, Wieler & Co.  
HINSANG, British str., 1,537, J. Davies, 24th Dec.—Java 14th December, Sugar—Jardine, Matheson & Co.  
HONGKONG, German steamer, 985, A. Niejahr, 30th Dec.—Haiphong and Hoihow 29th Dec., General—Jensen & Co.  
HUE, French str., 705, Godinay, 31st Dec.—Kwangchow 30th Dec., Rice, Matting and Charcoal—A. B. Marty.

## MARTIN'S APIOL & STEEL PILLS

A French Remedy for all irregularities. Thousands of ladies have been cured by this medicine. It is the only one of its kind. It is the only one of its kind. It is the only one of its kind.

**SANTAL MIDY**  
These tiny Capsules—superior to Copiba, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.  
Each Capsule bears the name MIDY.

## LADIES' REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

## APIOLINE

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, r. Vivienne, Paris.



## POST OFFICE NOTICES.

The *Boon*, with the German mail of the 5th December, 1905, left Singapore on Friday, the 29th ultimo, at 10 a.m., and may be expected here to-day.

On and after today 3rd January, the Pillar Box (No. 1) at Victoria Gap Tram Station, will be closed at 8.25 a.m., 12.25 p.m. and 4.25 p.m. instead of 9 a.m. and 1 p.m. on weekdays, and 8.25 a.m. on Sunday instead of 9 a.m.

A Special Collection will be made at 10.25 a.m., to catch the Mail for Europe by English French and German packets.

A Mail for MACAO, is despatched per s.s. *Wingchui*, on week-days at 5.00 p.m. On Sunday this mail for Macao is closed at 3.00 a.m.

Mails for CANTON, SAMSHUI and WUHOW are closed on week-days at 7.50 a.m. and at 5.00 p.m.

Mails for NANTAO, SANZU, KONGMOON, KUMCHUK, SAMSHUI, and WUHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE.

FOR	DATE
Quang Chow Wan, Hoihow, Pakhoi and Haiphong	Wednesday, 3rd, 9.00 A.M.
KURORT, India via Tuticorin	Wednesday, 3rd, 9.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
Macao	Wednesday, 3rd, 11.15 A.M.
Singapore, Penang and Calcutta	Wednesday, 3rd, 2.00 P.M.
Nagasaki and Kobe	Wednesday, 3rd, 4.00 P.M.
Nagasaki and Vladivostok	Wednesday, 3rd, 4.00 P.M.
Singapore	Wednesday, 3rd, 5.00 P.M.
Haiphong	Thursday, 4th, 9.00 P.M.
Macao	Thursday, 4th, 1.15 P.M.
Shanghai	Thursday, 4th, 2.00 P.M.
Shanghai	Thursday, 4th, 5.00 P.M.
Shanghai	Friday, 5th, 11.15 A.M.
Shanghai	Friday, 5th, 2.00 P.M.

The Extraordinary General Meeting of the Union Insurance Society of Canton, Ltd., 11.30 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

On LONDON	2nd January.
Telegraphic Transfer	21 1/2
Bank Bills, on demand	21 1/2
Bank Bills, at 30 days sight	21 1/2
Bank Bills, at 4 months sight	21 1/2
Credit, at 4 months sight	21 1/2
Documentary Bills, 4 months sight	21 1/2
On PANAMA	
Bank Bills, on demand	25 1/2
Credit, at 4 months sight	26 1/2
On GUERMAN	
On demand	20 1/2
On NEW YORK	
Bank Bills, on demand	49 1/2
Credit, at 60 days sight	50 1/2
On BOMBAY	
Telegraphic Transfer	152 1/2
Bank, on demand	152 1/2
On CALCUTTA	
Telegraphic Transfer	152 1/2
Bank, on demand	152 1/2
On SHANGHAI	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
On YOKOHAMA	
On demand	81 p.p.m.
On MANILA	
On demand	81 p.p.m.
On BATAVIA	
On demand	81 p.p.m.
On HONGKONG	
On demand	81 p.p.m.
On BANGKOK	
On demand	81 p.p.m.
SOVEREIGN, Bank's Buying Rate	9 1/2
GOLD LEAF, 100 fine, per ton	51 1/2
BAR SILVER, per oz.	60 1/2

## OPIUM.

Quotations are—	Allow for net, to 1 catty.
Mauva New	\$1050 to — per picul.
Mauva Old	\$1050 to —
Mauva Older	\$1100 to —
Mauva V. Old	\$1200 to —
Persian fine quality	\$1150 to —
Persian extra fine	\$1200 to —
Pale New	\$950 to — per catty.
Pale Old	\$950 to —
Beauva New	\$950 to —
Beauva Old	\$910 to —

STEAMERS PASSED THE CANAL.  
Dec. 31st—Aton, *Albatross*, 8th—*Patroclus*,  
Chingee, *Kueichow*, *Rhenania*, *Pera*, *St. Bede*,  
12th—*Austria*, *Riverdale*, *Lianghow*, *Liberia*,  
15th—*Antonia*, *Benderia*, *Errol*,  
16th—*Albatross*, *Albatross*, *Albatross*,  
17th—*Albatross*, *Albatross*, *Albatross*,  
18th—*Albatross*, *Albatross*, *Albatross*,  
19th—*Albatross*, *Albatross*, *Albatross*,  
20th—*Albatross*, *Albatross*, *Albatross*,  
21st—*Albatross*, *Albatross*, *Albatross*,  
22nd—*Albatross*, *Albatross*, *Albatross*,  
23rd—*Albatross*, *Albatross*, *Albatross*,  
24th—*Albatross*, *Albatross*, *Albatross*,  
25th—*Albatross*, *Albatross*, *Albatross*,  
26th—*Albatross*, *Albatross*, *Albatross*,  
27th—*Albatross*, *Albatross*, *Albatross*,  
28th—*Albatross*, *Albatross*, *Albatross*,  
29th—*Albatross*, *Albatross*, *Albatross*,  
30th—*Albatross*, *Albatross*, *Albatross*.

ARRIVAL AT HOME.  
Jan. 1st—*Sargol*.

## VESSELS EXPECTED.

THE GERMAN MAIL.	
THE AMERICAN MAIL.	
The N.Y.K. str. <i>Nippon Maru</i> left Yokohama on the 27th Dec., and is due here on the 5th Jan.	
The O. & O. str. <i>Doric</i> will sail from Yokohama on the 29th Dec. for Hongkong via Manila. She is expected to arrive here on the 10th Jan.	
THE CANADIAN MAIL.	
The C.P. str. <i>Empress of India</i> left Vancouver on Tuesday, the 26th Dec., and is due here on the 5th Jan.	
MERCHANT STEAMERS.	
The P. & O. str. <i>Somerset</i> left Singapore for this port on the 30th Dec. at noon.	
The C.N. str. <i>Taiyuan</i> , from Australian ports, left Sydney on the 11th Dec., and is due here on the 5th Jan.	
The N.G.I. str. <i>India</i> left Singapore for this port on the 29th Dec., and may be expected here on the 5th Jan.	
The British str. <i>Sirocco</i> , with a cargo of coal, left Moji on the 1st Jan. for this port, and is due here on the 6th Jan.	
The J.C. str. <i>Lijia</i> left Kobe via Swatow and Amoy for this port on the 23rd Dec., and may be expected here on the 3rd Jan.	
The Indo-China str. <i>Kailash</i> left Calcutta for this port via the Straits on the 24th Dec., and may be expected here on the 9th Jan.	
The Barber Line str. <i>St. George</i> sailed from Singapore via Manila for Hongkong on the 24th Dec.	
The Boston S.S. Co.'s str. <i>Shawmut</i> arrived at Yokohama on the 31st Dec.	

## JOINT STOCK SHARES.

Hongkong, 30th December.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Bank—		
Hongkong & Shanghai	\$125	\$880, buyers
National B. of China		London, 252.10
A. Shauco	25	\$38, buyers
Ball's Asbestos E. A.	125	\$4, 77
China-Borneo Co.	312	\$10, sellers
China Light & P. Co.	10	\$9, sales & sellers
China Provident	10	\$9, sellers
Cotton Mills—		
Ewa	115	\$14
Hongkong	115	\$14
International	115	\$14
Leong Kung Mow	115	\$14
Synco	115	\$14
Dairy Farm	36	\$16, sellers
Docks and Wharves—		
Farnham, B. & Co.	115	\$125, buyers
H. & K. Wharf & G.	50	\$108, sales
H. & W. Dock	50	\$164, sales
New Amoy Dock	50	\$17
S. & H. Wharf	115	\$210, buyers
Fenwick & Co., Geo.	25	\$25
G. Island Cement	110	\$284
Hongkong & C. Co.	210	\$284, sellers
Hongkong Electric	110	\$175, buyers
Do. New	110	\$144, buyers
H. L. L. Tramways	110	\$210
Hongkong Hotel Co.	50	\$149
Hongkong Ice Co.	325	\$225
Hongkong Rope Co.	50	\$122
H. & S. Waterboat	110	\$19, sellers
Insurance—		
Canton	160	\$320, sellers
China Fire	120	\$88, buyers
China Traders	120	\$86, buyers
Hongkong Fire	120	\$80, sales & sel.
North China	110	\$70
Union	110	\$710, buyers
Yangtze	110	\$70
Land and Building—		
Hongkong Land	110	\$124, sales
Hampshire's Estate	110	\$124, buyers
Kowloon Land & B.	110	\$40, sales & buy.
Shanghai Land	110	\$120
Westmount Building	50	\$55, sellers
Mining—		
Charbonnages	110	\$400
Kaucho	110	\$375, buyers
Philippine Co.	110	\$5, buyers
Rubber—		
China Rubber	110	\$200, sellers
Luxen Rubber	110	\$24, buyers
Steamship Companies—		
China and Manila	225	\$21, sellers
Douglas Steamship	50	\$34, buyers
H. & K. Wharf & G.	110	\$40, sales
Indo-China S.N. Co.	210	\$24
Shanghai Steamship	21	\$4
Do. Preference	21	\$4
Star Ferry	110	\$32
Do. New	50	\$23, sellers
Shanghai & H. Dyeing	50	\$50
South China M. Post.	225	\$20, sellers
Steam Laundry Co.	50	\$7, sellers
Do.	50	\$4, sellers
Stores & Dispensaries—		
Campbell, M. & Co.	110	\$36
Powell & Co., Wm.	110	\$104
Watson & Co., A. S.	110	\$124, buyers
United Alabaster	50	\$4
Do. Founders	110	\$100

VEENON &amp; SMYTH, Brokers.

Messrs. FALCONER & Co's Brokers, 2nd Jan.	
Barometer 9 A.M., 30.25 Therm. (Wetbulb) 9 A.M. 55	
Barometer 1 P.M., 30.25 Therm. (Wetbulb) 1 P.M. 55	
Barometer 4 P.M., 30.15 Therm. (Wetbulb) 4 P.M. 55	
Thermom. 9 A.M., 50 Therm. Maximum 60	
Thermom. 1 P.M., 59 Therm. Minimum 40	
Thermom. 4 P.M., 60 night 53	

Messrs. FALCONER & Co's Brokers, 2nd Jan.  
Barometer 9 A.M., 30.25 Therm. (Wetbulb) 9 A.M. 55  
Barometer 1 P.M., 30.25 Therm. (Wetbulb) 1 P.M. 55  
Barometer 4 P.M., 30.15 Therm. (Wetbulb) 4 P.M. 55  
Thermom. 9 A.M., 50 Therm. Maximum 60  
Thermom. 1 P.M., 59 Therm. Minimum 40  
Thermom. 4 P.M., 60 night 53

MITSUBISHI GOSHI-KWAISHA  
(MITSUBISHI CO.)  
COAL DEPARTMENT  
MARU-UCHI, TOKYO.  
Cable Address: "IWAHARA,"  
which applies to all Branch Offices and Hongkong and Shanghai Agencies.  
A1, ABC 5th Edition, Western Union Code used.  
All Letters Addressed—  
MANAGERS, MITSUBISHI CO., with name of place under.  
BRANCH OFFICES—  
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.  
AGENTS—  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: MACDONALD & Co.  
CHINKIANG: GEARING & Co.  
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.  
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea ports and America.  
SOLE PROPRIETORS of Takashima, Ochi, Shinno, Namazato and Kami-Yamada Collieries and also Ito Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.  
Sole Agents for Kigio, Komatsu (Iagawa) and Yashiro-machi Coal (Karatani).  
The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.  
Coal sold in 1904 by the Company amounted to 1,520,000 tons.  
TAKASHIMA COAL.  
Now and additional shafts at the Takashima Colliery have been completed, and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 15th February, 1905. [108]

## NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"TELEMACHUS,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 3rd January, or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 27th December, 1905. [9-10]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"OCEANA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *India*.  
From Australia, ex s.s. *Marmora*.  
From Calcutta, ex s.s. *Caledonia*.  
From Persian Gulf, ex B. I. S. N. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY.  
Goods not cleared by the 4th January at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 29th December, 1905. [1]

## "SHIRE" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship  
"MONMOUTHSHIRE,"  
Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd January will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd January at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.  
Hongkong, 28th December, 1905. [2929]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship  
"NIPPON,"  
having arrived, Consignees of Cargo are hereby informed that cargo will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon on the 5th January or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th January will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIEBER & CO., Agents.  
Hongkong, 29th December, 1905. [3]

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"PAKLING,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th December.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 30th inst.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th January will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 7th January, or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th December, 1905. [9-10]

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2383 tons, Captain H. D. Jones.  
S.S. "POWAN," 2383 tons, Captain G. F. Morrison, R.N.R.  
S.S. "FATSHAN," 2383 tons, Captain R. D. Thomas.  
S.S. "HANKOW," 3073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1995 tons, Captain J. J. Lousie.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

## HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1995 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week-days at 2 p.m. Departures from Macao to Hongkong on Sundays at Noon.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 589 tons, Captain W. A. Valentine.  
S.S. "NANNING," 569 tons, Captain C. B. Burchart.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.  
Hotel Mansions (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

## KOWLOON HOTEL, KOWLOON.

CABLE ADDRESS—"CHEF."  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 274

## NOTICE TO CONSIGNEES.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"ALEXIA,"  
Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.  
Any Cargo impeding for discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th January will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th January at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 30th December, 1905. [125]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour  
AWAPA, British str., J. M. Williamson,  
Dodwell & Co.

## NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 27th December, 1905. [8]

## HONGKONG BUSINESS DIRECTORY.

## IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants, Wholesalers and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.  
35 & 37, Hing Loong Street.  
(1st Street West of Central Market) Telephone No. 515.

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
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